

CLIPPER 2023-24 RACE

SECTION 3 - COURSE DETAILS

RACE 6 – NEWCASTLE TO AIRLIE BEACH

REFERENCES

The race will be sailed in accordance with the instructions below and the references included in them to:

- Clipper 2023-24 Race Notice of Race, FINAL dated 20 June 2023
- Clipper 2023-24 Race Sailing Instructions, FINAL dated 30 June 2023

GENERAL INFORMATION

- All times are **local**, Newcastle (UTC +11 hrs) unless otherwise stated.
- Tidal Information on Wednesday 10 January 2024 at:
 - Newcastle HW 2055 1.31m
- Race distance is approximately 950 nautical miles.
- The estimated finishing date is 16 – 17 January 2024
- All bearings shown are relative to True North.

ARRANGEMENTS PRIOR TO THE START

- 1200 All Crew on Board Yachts
- 1200 Skippers Dockside Briefing
- 1215 - 1250 Individual Team photos onboard
- 1300 First Yacht Slip Lines from Newcastle Cruising Yacht Club
- 1330 Final Yacht Slip Lines from Newcastle Cruising Yacht Club
- 1400 - 1420 Parade of Sail
- 1430 Race Committee time check
- 1500 Race 6 Start

START AND STARTING SIGNALS

Race 6 start will be at 1500 LT on Wednesday 10 January 2024

Sequence for the start will be:

- | | | |
|------|-----------------------------|---|
| 1450 | 10-minute warning signal | Clipper Race class flag and air horn blast. |
| 1456 | 4-minute preparatory signal | 'P' flag raised and air horn blast (engines off). |
| 1459 | 1-minute warning signal | 'P' flag lowered and air horn blast. |
| 1500 | Race 6 Start | All flags lowered and cannon blast. |

The Class Flag shall be the Clipper Race Flag.

All flags will be shown on the Committee Vessel.

Sound signals shall be made by an air horn blast and are made to draw your attention to the flags.

The start will be signaled by a cannon blast.

NOTE: There will be 3 further cannon blasts after Race start as the fleet race out of the harbour and these will be to salute the teams outbound and have no significance to the racing.

The start sequence shall be called on VHF CH 72

Engines are permitted to be used until the 4-minute preparatory signal.

STARTING LINE

- The start line will be located in the Port of Newcastle in the vicinity of Queen's Wharf.
- The start line shall be between the mast on the Committee Vessel and the Green No.5 Starboard Hand Lateral Mark (F11g 3s) in approx. position 32°55.226S, 151°46.907E
- The Committee Vessel will be a 14m NCYC launch named "Jim Holley".
- The Committee Vessel will be on station in approx. position 32°55.500S, 151°47.050E
- The start line will be approx. 550m in length.
- The start line is to be crossed in a west to east direction.
- There will be an exclusion zone of 25m all around the Committee Vessel and no Clipper Race yacht shall roam into this area at any time.
- The exact location of the start course and any marks will be determined by the Race Director and briefed at the pre-race skippers briefing.
- Any alterations to the proposed start course shall be made on VHF CH 72.
- The Clipper Race Committee reserves the right to change or adjust the published starting procedures or start course and any aspect of the race course to ensure the overall objectives of the Clipper Race are achieved.

START COMMUNICATIONS

The Race Officer will communicate on VHF CH 72. The back up channel will be VHF CH 77. All yachts are to check in with Clipper Race Control on VHF prior to the 10-minute warning signal.

The final 10 seconds before the start will be counted down on VHF. This shall not count as outside assistance; failure to hear the transmission will not be cause for redress.

INFRINGEMENTS

- Amendment to SI 5e OCS – Delete and insert 'If a yacht is deemed to be on the course side of the starting line (OCS) less than 30 seconds before the start signal it will be given an instant two-hour time penalty without hearing.
- There is no way to exonerate by re-crossing the line, if penalised as per above.
- Whenever possible yachts over the line will be advised by the starting authority on the designated VHF channel.
- Entering a TSS – a minimum 6-hour time penalty will be applied to that yacht's finishing time.

RACE MARKS

Race marks will be established buoys, race marks, navigational marks and virtual waypoints.

COURSE

Ref	Mark	Rounding	Comments
1	START		Briefed at the pre-race Skippers briefing
2	Red Port Hand Lateral Mark	STARBOARD	Approx. position 32°54.823S, 151°48.304E
3	Virtual Mark Hallatt	PORT	24°30.000S, 153°30.000E Virtual Waypoint
4	Virtual Mark Hampton	PORT	23°10.000S, 152°00.000E Virtual Waypoint
5	Mandatory Gate 1	BETWEEN	21°50.000S, 150°55.000E MG1 East and 21°57.000S, 150°46.000E MG1 West
6	Mandatory Gate 2	BETWEEN	21°38.000S, 150°38.000E MG2 East and 21°44.000S, 150°30.000E MG2 West
7	Mandatory Gate 3	BETWEEN	21°25.000S, 150°25.000E MG3 East and 21°28.000S, 150°21.000E MG3 West
8	Mandatory Gate 4	BETWEEN	21°03.000S, 150°03.000E MG4 East and 21°05.000S, 150°00.000E MG4 West
9	Mandatory Gate 5	BETWEEN	20°40.000S, 149°48.000E MG5 East and 20°45.000S, 149°40.000E MG5 West
10	Virtual Mark Wade	PORT	20°15.000S, 149°14.000E Virtual Waypoint
11	Virtual Mark McCracken	PORT	20°00.000S, 149°00.000E Virtual Waypoint
12	Virtual Mark Hebron	PORT	20°00.000S, 148°53.000E Virtual Waypoint
13	In addition to the above, NO yacht is to be within 2nm of any coastline, island or off lying hazard (awash or above the water at chart datum) and not in water of less than 20m deep (chart datum)	SEE NOTE BELOW	Once east of longitude 151°55.000E (approx. 6nm from the harbour entrance) until No. 12 Virtual Mark Hebron
14	Finish	EAST to WEST	See below

WARNINGS

- Traffic Separation Schemes – no TSS shall be entered by a Clipper Race yacht and should be considered an obstruction. If for safety reasons a yacht is compelled to enter a TSS then that yacht must comply with IRPCS Rule 10. To exonerate herself the yacht crossing into a TSS must return to the exact position they crossed into the TSS before resuming racing. For the avoidance of doubt, the magenta area of a TSS as shown on the chart shall constitute part of the TSS and shall not be entered.
- See note below regarding the TSS / Pilot Boarding Area Off Newcastle.
- Positions of racing marks given are approximate. If a mark is out of position this will not be grounds for a yacht to protest the Race Committee or apply for redress. It is always the Skipper's responsibility to determine if any racing mark is surrounded by navigable water.
- If a racing mark is not present at all then the positions listed above will constitute the virtual positions that form the race course.
- Skippers must keep a listening watch for Newcastle Port Authority on VHF CH 09 and not impede the safe passage of any commercial traffic particularly around the start line and within the Port of Newcastle.
- Skippers should be aware of the shoal areas within the Newcastle Harbour entrance / exit channel and particularly along the southern side of the channel in the area approaching Nobby's Head Lighthouse and along the southern breakwater.
- Skippers are warned to beware of recreational boaters, in particular around the race start and finish areas.
- Skippers are to be warned of the high volume of commercial traffic in the two-way lanes in and around the Great Barrier Reef and the approaches to the Whitsunday Islands.
- Skippers are to be aware of the many off lying hazards and shoals in and around the Great Barrier Reef and the approaches to the Whitsunday Islands.
- Skippers shall not rely on GPS alone when navigating near coastlines and hazards and shall establish visual or radar fixes.
- Skippers shall review the warnings on charts and pilot books relevant to the area to be sailed. During daylight skippers shall avoid navigating too closely to any marked obstruction and at night significantly more sea room shall be given.

NOTE: TSS / PILOT BOARDING AREA OFF NEWCASTLE

- Skippers must be aware of the TSS and Pilot Berthing Areas directly to the south and east of the entrance / exit to the Port of Newcastle.
- No Clipper Race yacht shall enter this area and it should be considered an obstruction.
- The prohibited area to be avoided is bounded by the following positions:
 - 32°55.268S, 151°48.700E
 - 32°55.268S, 151°52.000E
 - 32°58.031S, 151°52.000E
 - 32°58.031S, 151°48.700E
- All Clipper Race yachts must stay to the north of the area listed above.
- Skippers must keep a listening watch for Newcastle Port Authority on VHF Ch 09.
- You must not impede the safe passage of any commercial traffic entering or exiting the TSS.
- Penalties will apply for any infringements of these rules as directed by the Clipper Race Committee. Any penalties will be a minimum of 6 hours.

EXCLUSION ZONE

- There will be a 2nm exclusion zone from all coastline, islands and off lying hazards (awash or above the water at chart datum) once east of longitude 151°55.000E (approx. 6nm from Newcastle harbour entrance) until No. 12 Virtual Mark Hebron. This will apply when crossing longitude 151°55.000E after the start, until Mark No. 12 Virtual Mark Hebron (in position 20°00.000S, 148°53.000) bears 180° True.
- In addition to the above, no Clipper vessel is to roam into an area of less than 20m deep (chart datum) once east of longitude 151°55.000E (approx. 6nm from Newcastle harbour entrance) until No. 12 Virtual Mark Hebron. This will apply when crossing longitude 151°55.000E after the start, until Mark No. 12 Virtual Mark Hebron (in position 20°00.000S, 148°53.000) bears 180° True.
- Penalties will apply for any infringements of these rules as directed by the Clipper Race Committee. Any penalties will be a minimum of 6 hours.
- The safe navigation of all Clipper Race Vessels is the responsibility of the Skipper or person nominated by the Skipper. All Skippers **MUST** navigate with caution using all available means at all times. Due regard must be taken given the prevailing conditions and circumstances at the time.
- Skippers are warned that marks of the course are not necessarily placed in safe navigable waters, in fact in some cases they are placed on land, and therefore, they should **not** be used as route waypoints. The safe navigation of the yacht is the sole responsibility of the Skipper and as such the Skipper shall ensure that when deciding on routing and selecting route waypoints consideration is given to all navigational hazards, crew strength, visibility and whether it is day or night.

STEALTH MODE

There will be no Stealth Mode in Race 6.

SCORING GATE

There will be no Scoring Gate in Race 6.

OCEAN SPRINT

There will be no Ocean Sprint in Race 6.

JOKER

As per Clipper SI 12, each team is allowed to play their 'Joker' once only during the Clipper 2023-24 Race. It can be played in any individual race and in order to be eligible this request must be submitted to the Race Office in writing at the pre-race Skippers briefing on the day before departure of the nominated race. In the event that there is no planned Skippers briefing then a team must inform the Race Office in writing no later than 24 hours before departure of the nominated race.

The 'Joker' means that all points gained from the yacht's finishing position at the end of the nominated race will be doubled. e.g. if a team finishes 1st then they will be awarded 22 points and if a team finishes 11th then they will be awarded two points.

Any points gained from Scoring Gates or Ocean Sprints will be unaffected.

REPORTING POSITIONS

Lead Skipper:

- 10/01 – Finish Ryan Gibson CV20

- As per Clipper SI 7, each skipper shall report the position of their yacht to the Race Office by email at 0600 and 1800 UTC each day at sea (whether racing or not). Amongst other things, this email shall contain DTF. The email shall be sent to raceoffice@clipper-ventures.com (do not copy in the Lead Skipper or other yachts).
- In the event of Satcom email failure the skipper shall endeavour to pass the scheduled reporting information and daily report back to the Race Office via the sat phone or the Lead Skipper or any other Clipper yacht on VHF.

FINISH LINE

- Skippers are to report their position, and ETA at the finish line, to the Race Office by phone or email when approx. 20 miles (or 2 hours) away from the line.
- The finish line is approx. 0.75nm due north of the entrance channel to Coral Sea Marina Resort in Pioneer Bay.
- The finish line shall be between two orange cylindrical inflatable marks in the approx. positions:
 - The northern end in approx. position: 20°14.900S, 148°42.640E
 - The southern end in approx. position 20°15.000S, 148°42.640E
- Both orange inflatable marks shall have a continuously flashing white strobe light fitted.
- The length of the line is approx. 1 cable (185m) in length.
- The line shall be crossed in an east to west direction.
- In the event of the finish line marks not being on station, the actual positions given above will be used to verify the line.
- In the event of a photo finish, the actual positions given above will be used to verify the line.
- Skippers must record their own GPS time of crossing the finish line (UTC) and they must send this time to the Race Office via email or any other means within 10 minutes of finishing or as soon as practicable.
- There may not be a finish boat on station at the finish line. A digital photograph clearly showing the exact position and GPS time (UTC) shall be taken when crossing the finish line. This photograph will be used to confirm the timings, if required.
- The Race Committee reserves the right to finish the race in whatever manner is deemed suitable to best achieve the aims of the race, due to weather conditions or safety considerations or for any reason.
- Typically, this will be either by changing the position of the finish line, or by introducing a time limit such that at the specified time of the finish, the distance (great circle) to the finish of each team shall be used to determine the overall finish order for that race, or a combination of both methods.
- In the event of a shortened course, the 'S' flag will not be flown and the sound signal will not be made (amendment to RRS 32).
- Additional gates may be added to the course after the start signal. Skippers will be advised by email of any such changes.
- In the event of a change to the course, the next mark on the leg currently being sailed may be changed (amendment to RRS 33).
- Skippers are to be aware of the commercial traffic on the approaches to The Whitsundays and around the vicinity of the finish line.

ACTIONS AFTER THE FINISH

Once finished, each team shall prepare their yacht for berthing and call 'Clipper Race Control' on VHF Ch 72 and follow instructions issued by the Deputy Race Director.

Once ready navigate with caution under motor to the vicinity of Coral Sea Marina Resort in position 20°15.654S, 148°42.637E and await berthing instructions.

COMMUNICATIONS WITH OTHER CLIPPER RACE YACHTS AND RACE CONTROL

In addition to monitoring VHF CH 16 and relevant harbour channels, the Clipper Race yachts shall use the following VHF Channels:

Primary VHF CH 72

Secondary VHF CH 77

PASSAGE PLANNING

Passage planning is not only a legal requirement but is required under Clipper Race rules. A complete and detailed passage plan on the form supplied at Annex E of the Sailing Instructions must be 'signed' by the Skipper and AQP. This must be submitted to the Race Office by 1800 local time on the pre-departure day.

Failure to submit a complete passage plan will carry the penalties as per Clipper SI 16.

Mark Light
Clipper Race Director

08 January 2024